

MPO Governing Board

March 24, 2022 – 1:00 P.M., Via Zoom

Login: <https://us06web.zoom.us/j/82094637138>

Meeting ID: 82094637138

Call-In: (312) 626-6799

Agenda

1. **WELCOME AND HOUSEKEEPING (10 min)**

 - A. Welcome and Introductions, Approval of Agenda Larry Harris
 - B. Ethics Statement for MPO Board Members Larry Harris

 2. **PUBLIC COMMENT**

 - A. Public Comment

 3. **CONSENT AGENDA** Larry Harris

 - A. January, 2022 Minutes
 - B. Modifications to the 2020-2029 Transportation Improvement Program (TIP)
 - C. TDM Letter of Support

 4. **BUSINESS (30-45 min)**

 - A. NCDOT Complete Streets Implementation NCDOT Staff
 - B. FY 2023 Unified Planning Work Program MPO Staff

 5. **INFORMATIONAL ITEMS (45-60 min)**

 - A. NCDOT Safety Targets & Funding NCDOT Staff
 - B. Prioritization Update MPO Staff

 6. **REGULAR UPDATES (15 min)**

 - A. NCDOT Division 13 and 14 updates Mark Gibbs/Wanda Austin or Designee
 - B. Transportation Planning Branch Daniel Sellers
 - C. FHWA/FTA Updates Michael Dawson
 - D. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
 - E. Legislative Updates MPO Staff

 7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**

 8. **TOPICS FOR NEXT MEETING**

 9. **PUBLIC COMMENT**
 10. **ADJOURNMENT**
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Item 3:

Consent Agenda

Item 3A: January, 2022 Board Minutes

Item 3B: Modifications to the 2020-2029 Transportation Improvement Program (TIP)

Item 3C: TDM Letter of Support & Local Match

Item 3A:

January, 2022 Board Minutes

French Broad River Metropolitan Planning Organization Meeting
Minutes from the Governing Board Meeting on January 27, 2022

Attendance:

Remote via the Zoom Platform:

Chair Larry Harris (Black Mountain Council)
Tristan Winkler (FBRMPO)
Emily Scott-Cruz (FBRMPO)
John Ridout (FBRMPO)
Hannah Bagli (FBRMPO)
Jane Pies (Minutes)
Kim Roney (Asheville Council)
Anne Coletta (Flat Rock Council)
Bill Lapsey (Henderson Commission)
Bob Davy (Fletcher Town Council)
Rebecca McCall (Henderson Commission Region)
Kevin Ensley (Haywood Commission)
Matthew Wechtel (Madison Commission)
Brownie Newman (Buncombe Commission)
Autumn Ratcliff (Henderson County)
Daniel Sellers (NCDOT TPD)
Steve Williams (NCDOT Division 14)
Mike Eveland (Maggie Valley Council)
David Uchiyama (NCDOT)
Stephen Sparks (NCDOT Division 14)

Troy Wilson (NCDOT Division 14)
Tom Widmer (Montreat Commission)
Parker Sloan (Buncombe Commission)
Mark Gibbs (NCDOT Division 13)
Michael Dawson (FHWA)
Jennifer Hensley (Hendersonville Council)
Anthony Sutton (Town of Waynesville)
Chuck McGrady (NC BOT Division 14)
Shanon Gonce (Mills River Council)
Brendan Merithew (NCDOT Division 13)
David Wasserman (NCDOT STIP Unit-Western)

Erica Anderson (LOSRC)
George Banta (Laurel Park Council)
Gwen Wisler (Asheville Council)
Hannah Cook (NCDOT Division 13)
Marshall Williams (NCDOT Division 13)
McCray Coates (NCDOT Division 13)
Steve Cannon (NCDOT Division 13)
Wanda Austin (NCDOT Division 14)

WELCOME, INTRODUCTIONS & ROLL CALL

Chair Larry Harris called the meeting to order at approximately 1:00pm and welcomed everyone to the meeting. Chair Harris read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. Anthony Sutton registered a conflict with Item 4A Proposed I-26 Interchange Amendment to the 2045 MTP, a business item for the current agenda and stated that he would excuse himself during any public comment and abstain from participation in the business item.

Roll was called and quorum was announced to conduct the business of the Board.

PUBLIC COMMENT

Chair Harris opened the floor for general public comment (comments not pertaining to Item 4A Proposed I-26 Interchange Amendment to the 2045 MTP). No comments were received.

CONSENT AGENDA

Tom Widmer moved to approve the consent agenda consisting of the November 2021 meeting minutes, the Locally Administered Projects Program (LAPP) Call for Projects, the Locally Administered Projects Program (LAPP) Quarterly Update, and the Board agenda, as modified to

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move the Public Hearing after the vote on the Consent Agenda. The motion was seconded, and carried unanimously upon a roll call vote, and without further discussion.

Chair Harris called for a motion to open the public hearing regarding the Item 4 Proposed New I-26 Interchange Amendment to the MTP.

Chuck McGrady moved to open the public hearing and Kim Roney seconded the motion, which passed on a roll call vote.

PUBLIC HEARING (Proposed New I-26 Interchange Amendment to the MTP)

Chair Harris called for any public comments.

George Briggs, a representative from the NC Arboretum wrote in support of the proposed new I-26 Interchange.

Rachel Bliss, a resident of Buncombe County wrote in opposition to the proposed new I-26 Interchange.

Jerry Mercados, in a letter from June, wrote in opposition to the proposed new I-26 Interchange.

Clark Duncan, Executive Director of the EDC commented in support of the proposed new I-26 Interchange.

Ben Teague, a VP of Strategic Development for Biltmore Farms, LLC commented in support of the proposed new I-26 Interchange.

Tom Sri, a representative from Pratt & Whitney commented in support of the proposed new I-26 Interchange.

Roger Ehrlich, a resident of Buncombe County commented in opposition to the proposed new I-26 Interchange.

Additional details regarding public comments may be found on the French Broad River MPO's website: <http://frenchbroadrivermpo.org/agendas-minutes>, where a recording of the meeting is posted.

Chair Harris called for a motion to close the public hearing.

Matt Wechtel moved to close the public hearing. Anne Coletta seconded the motion, which passed on a roll call vote and without further discussion.

NEW BUSINESS

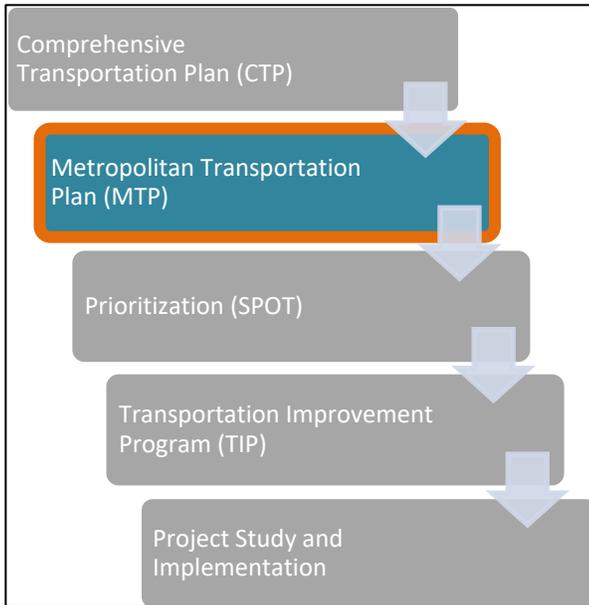
Proposed I-26 Interchange Amendment to the 2045 MTP

Very Brief Overview: The Metropolitan Transportation Plan (MTP) is a federally required planning document that MPOs are required to update and maintain to reflect planned transportation investments in the region over the next twenty-five years. The MTP is required to be fiscally constrained, meaning that projects in the MTP have to be reasonably expected to work within projected revenues. The French Broad River MPO is required to update its MTP every five years with the last update completed in September 2020. NOTE: an amendment was made in June 2021.

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Amendment Summary

- Add a new interchange to I-26 in Buncombe County near mile marker 35, between Exit 33 (NC 191/Brevard Road) and Exit 37 (NC 146/Long Shoals Road), to connect to an access road to the Pratt & Whitney site and NC 191. The project's TIP ID is HE-0001.

MTP ID	TIP ID	Route	From/To	Improvement	Estimated Cost	Amendment Detail
HD134532	HE-0001	I-26	Near Milemarker 35	Construct New Interchange and Access Road to Fredrick Law Olmsted Way East	\$30,000,000	Add Project to the MTP at the request of NCDOT

Project Background

HE-0001 Project Background

In January 2021, Pratt & Whitney announced that it would be building a new 1.2 million square foot manufacturing facility in southern Buncombe County that will employ roughly 800 people and include an investment of up to \$650 million. Overall, the economic impact of the new facility's employment and wages is projected to be roughly \$72 million with several of Buncombe County's economic development goals being met. The County also agreed to up to \$27 million in economic incentives, to be provided over time, if goals are met.

At roughly the same time the development was announced, work began on an access road (Project Ranger) to the site that includes a new bridge over the French Broad River to NC 191, funded by the Golden Leaf Foundation and Biltmore Farms. This project would provide access between NC 191 and the Pratt & Whitney facility.

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As part of the Pratt & Whitney site development, NCDOT has started design work on a new interchange on I-26 (**HE-0001**) to access the future industrial site. This interchange would connect to the access road that would connect across the French Broad River to NC 191. The project is currently estimated to cost approximately \$30 million but that cost may change based on a number of factors to be determined during design, including potential impacts to the Biltmore Estate.

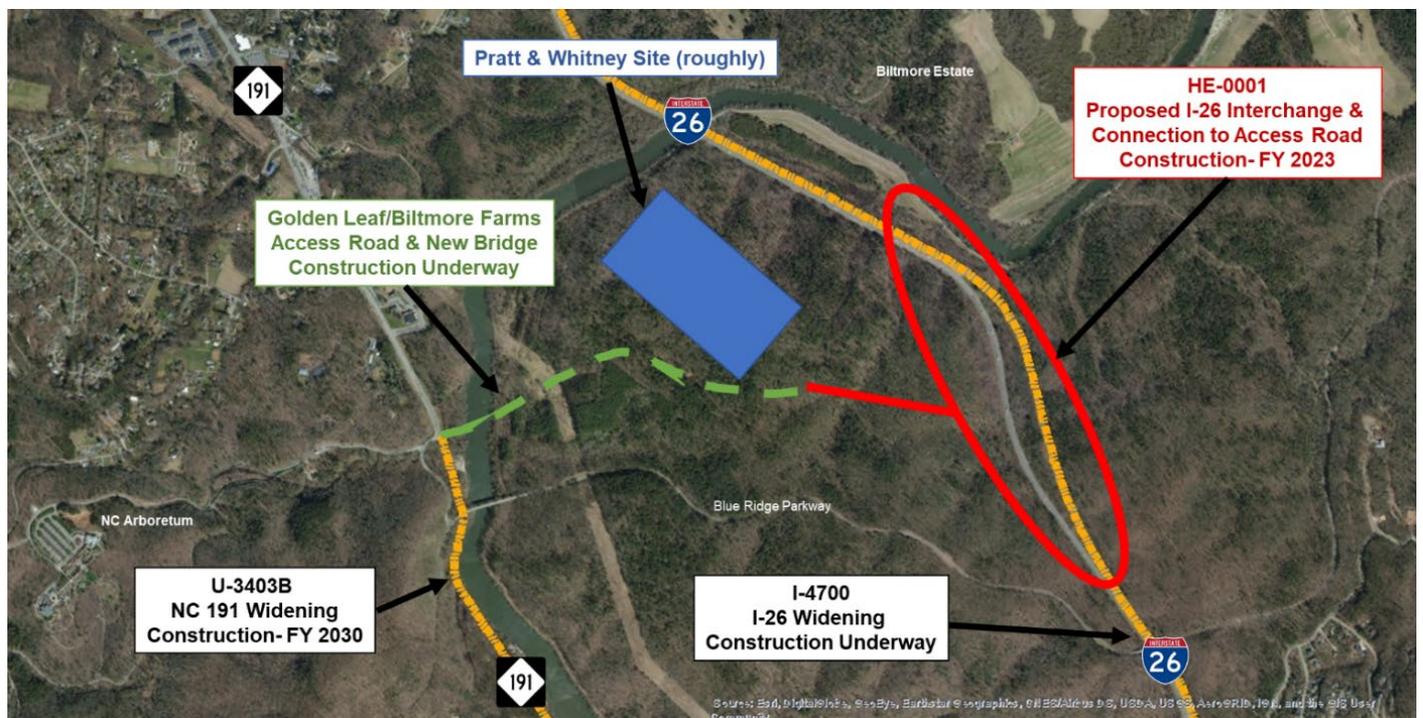
TO BE CLEAR: the proposed amendment to the MTP is only considering the interstate interchange and roadway connection outlined in the map above, not the new bridge over the French Broad River connecting to the Pratt and Whitney facility.

Project Details

The new interchange at the Pratt & Whitney site would provide a new interchange in the four mile stretch between Exit 37 (NC 146/Long Shoals Road) and Exit 33 (NC 191/Brevard Road), mostly (potentially entirely) on land currently owned by Biltmore Farms.

Several alternatives are currently being considered by NCDOT and the Merger Team for the interchange, but all alternatives include an interstate interchange that would provide a two-lane road accessing development to the west of I-26 and connecting to the access road that would allow travelers to access NC 191, providing more east-west connectivity in the area.

The HE-0001 has an aggressive timetable, with plans to let the project in fall/winter of 2022 and environmental documentation already underway.



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About the Funding

(Updated Since August 2021)

The North Carolina budget was passed in November 2021 and included \$30 million for the interchange project. This funding is considered to be coming from Commerce, not Transportation, so the \$30 million should NOT impact existing transportation budgets. As currently estimated, the \$30 million is expected to cover the costs of the project.

However, in addition to the \$30 million allotted in the State budget, the Appalachian Regional Commission (ARC) awarded funding to the project and an application has been submitted to the Economic Development Administration (EDA) for additional funding as well.

Another application was made to USDOT for a RAISE grant. This was discussed at the June 2021 MPO Board meeting. However, this application was NOT successful, and funds were not awarded.

Currently Available Funding for the Project:

Funding Program	Amount Awarded to HE-0001
North Carolina Budget/Commerce Funds	\$30,000,000
Appalachian Regional Commission (ARC)	\$2,300,000

Should costs increase significantly, NCDOT has the option to utilize an additional \$10,000,000 from the Division Needs "pot" of funds. As noted in previous meetings, this is allowable under the Strategic Transportation Investments (STI) Law but would require the MPO's approval of a TIP Amendment. At this time, NCDOT believes that the project should be feasible without having to utilize these funds.

For reference, this section of the STI law provides the types of funds that would be accounted for in the Division Needs tier-

§ 136-189.11.D.4: Projects requested from the Department in support of a time-critical job creation opportunity, when the opportunity would be classified as transformative under the Job Development Investment Grant program established pursuant to G.S. 143B-437.52, provided that the State investment for all projects funded under this sub-sub-subdivision in any five-year period shall not exceed one hundred million dollars (\$100,000,000) in the aggregate and ten million dollars (\$10,000,000) per project. Upon the release of a State Transportation Improvement Program, the Department shall submit a report to the Joint Legislative Transportation Oversight Committee detailing the projects funded under this sub-sub-subdivision.

To note: utilizing funding from Division Needs may result in schedule changes to other committed projects in Division 13.

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NCDOT Divisions

If the MPO votes in favor of adding the project to the MTP:

-the project will proceed with environmental documentation, and eventually construction

If the MPO votes against adding the project to the MTP:

-the project cannot receive the final approvals necessary from FHWA to receive an interchange permit, making the project unable to proceed

Tristan Winkler commented that this is an exceptionally large economic development project and that it is not without transportation merits. Advantages of the interchange include improving east-west connectivity with a new route between NC 191 and I 26, providing a “relief valve” between Exit 33 and Exit 37, offering better emergency access to the site and surrounding area, and avoiding overreliance on NC 191. He reiterated that this amendment is about the proposed new I-26 Interchange and not about Project Ranger (the access road to the Pratt & Whitney site which includes a new bridge over the French Broad River to NC 191).

Tristan Winkler shared that funding for the project would come from a combination of the State budget from Commerce (\$30M), the Appalachian Regional Commission (\$2.5M), and potential funding from an application to the Economic Development Authority. There is no funding from Pratt & Whitney for the interchange. There is \$10M from the NCDOT Economic Development Program that may be utilized, if needed. Using these funds would, however, have an impact on Division 13 tier funding and projects. It is not believed by NCDOT that the \$10M will need to be accessed.

The interchange project is currently in environmental analysis (NEPA) status. Changes to the project since last August include that the NC 280 access management project no longer needing to be removed from the MTP to make room for HE-0001 due to the source of the funds. Also, the \$10M from NCDOT is no longer expected to be needed due to the \$30M in State budget and additional funding sources.

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Tristan Winkler stated this project has not gone through the typical planning process to get where it is. Funding is not usually approved before adding a project to the long-range transportation plan. This is a significantly larger project than many, however, and does not lack transportation advantages. There is no staff recommendation on this item.

Discussion occurred as to whether the project will include bicycle/pedestrian infrastructure or complete streets infrastructure, and if not, is there anything this Board can do to advocate for it. Tristan Winkler stated that the MPO Board could make a recommendation to the County to consider a request to include these features, but the responsibility belongs to the County.

Discussion occurred regarding the expected total cost of the project. Tristan Winkler shared that depending on the preferred alternative chosen by NCDOT, it should range between \$25M-\$35M. McCray Coates, NCDOT Division 13 Project Manager confirmed Tristan Winkler's statement but noted that now it is closer to \$28M-\$35M. He added that the amount of funding that could come from the application to EDA is \$3M. Discussion occurred that any overage on the project would fall on Division 13. It was asked if there is any way funding could come from other sources, including from Pratt & Whitney. Mark Gibbs, NCDOT Division 13 Engineer noted that although P&W has no obligation to contribute, nothing is off the table. He stated that due to the rapid nature of this project's movement, there is less chance for inflation. NCDOT has also hired a firm to provide updated estimates as the project progresses. Mark Gibbs feels confident that the project will stay within budget.

Discussion occurred regarding concerns about potential safety problems and the impact the project may have on equity and sustainability. Mark Gibbs stated that by taking away some of the congestion from NC 191 safety may be improved and environmental impacts lessened.

Kevin Ensley spoke in favor of the project, citing an article in the Citizen-Times that compares it to the building of the Enka Plant and how that project helped the community by creating jobs. He also feels the interchange would ease congestion in the area.

Discussion occurred about concerns over cost creep and the potential of the project going over budget. Chuck McGrady stated that he had fewer concerns than usual regarding the budget with this project due to it progressing in "real time."

Shanon Gonce, Mayor of Mills River relayed a question from two of his constituents. Would it be possible for Pratt & Whitney to try to privatize the interchange at some point? The citizens had heard of this happening in another state. Tristan Winkler, Mark Gibbs, and Chuck McGrady all spoke of their doubts of this ever being able to occur in North Carolina.

Parker Sloan, Buncombe County Commissioner spoke in support of the new interchange, citing better connectivity and the ease of congestion on NC 191. Kim Roney, Asheville City Councilmember spoke in opposition to the amendment due to budget, safety, and process concerns. Rebecca McCall, Henderson County Commissioner spoke in favor of the amendment stating that not all traffic will be from cars; much of it will be from trucks. She is in support of keeping the trucks off NC 191 and on I 26.

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Kim Roney made a motion to deny the I-26 Interchange Amendment to the 2045 MTP. The motion did not carry for a lack of a second.

Discussion occurred about the transportation merits of the interchange and the significance of the economic development project to WNC.

Brownie Newman moved to approve the I-26 Interchange Amendment to the 2045 MTP, as presented. Chuck McGrady seconded, and the motion carried upon a roll call vote, and without further discussion. Anthony Sutton abstained from participation in this item of business and vote due to a conflict of interest.

Tristan Winkler clarified that adding this project to the MTP is a first step in terms of what is necessary in getting it completed. Next, coordination with NCDOT on adding funding to the MPO Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

5310 Project Selection

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from September 27, 2021, through November 19, 2021. Additional information about Section 5310 is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

The 5310 Grant has two categories for funding:

- Traditional/Capital projects: at least 55% of the total funding amount has to go to “traditional” projects.
- Other/Operations projects: no more than 45% of the total funding amount can go to these projects

FY2021 5310 Available Funding	\$ 354,278	55% of Funds (Traditional)*	\$ 194,853
Admin	\$ 35,428	35% of Funds (Other)*	\$ 123,997
After 10% Admin	\$ 318,850	*Note: percentage divisions are calculated before 10% admin	

ARPA 5310**	\$60,154
10% Admin	\$6,015
ARPA After Admin	\$54,139

**Note that ARPA funds are only available for operations (other) projects.

In December’s Prioritization Subcommittee meeting, MPO staff presented the various projects that had been submitted for funding and potential alternatives for funding 5310 programs. The Subcommittee moved to vote on updated alternatives in the January meeting after recommending that one project (Recovery to Career) apply for JARC funding instead of 5310 funding to maximize the amount of funding that would be able to support Traditional 5310 projects.

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In the process of updating alternatives, MPO Staff noted that with the Recovery to Work program being submitted through JARC, there would be an additional \$9,516 in 5310 ARPA funding unprogrammed. Staff reached out to the two other applicants (Madison County and the Council on Aging). The Council on Aging was interested in and able to apply for the remaining ARPA funds.

Funding Breakdown for Alternatives

FY2021 5310 Available Funding	\$354,278	100% of Funds (Traditional)*	\$318,850
Admin	\$35,428	0% Funds (Other)*	\$---
After 10% Admin	\$318,850		
ARPA 5310	\$60,154		
Admin	\$6,015		
ARPA 5310 after Admin	\$54,139		

The table below shows the submitted projects and their scores after receiving Subcommittee members' completed scorecards.

Applicant	Traditional or Other	Project Title	Impact	Funding Requested	Local Match	Total Cost	Project Needs & Goals (35)	Project Budget & Operational Preparedness (25)	Project Implementation (25)	Equity, Outreach, & Partnerships (15)	BONUS (5)	Total Score (out of 100)
City of Asheville	Traditional	Asheville Paratransit	34,396	\$ 210,000	\$ 52,500	\$ 262,500	33	11	24	15	4	87
Buncombe County	Traditional	SEDTAP	54,067	\$ 128,544	\$ 32,136	\$ 160,680	35	20	25	15	4	98
Council on Aging	Other	Call A Ride	100	\$ 30,432	\$ 30,432	\$ 60,864	35	5	25	15	0	80
Madison County	Other	Expanded Transportation	3000	\$ 23,707	\$ 23,707	\$ 47,415	35	15	23	12	0	78

Prioritization Subcommittee Recommendations for Funding

The Prioritization Subcommittee members' scores for submitted projects were combined and averaged before the Subcommittee made a recommendation for funding. Prioritization recommended the TCC support Alternative 2B.

Alternative 2B:

Fund Madison County and Call-A-Ride projects using ARPA funding. Use all of 5310 funds for Traditional Projects.

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Fund highest scoring Traditional Project fully (Buncombe County SEDTAP) and fund second highest scoring project with remainder of funding available (City of Asheville Paratransit).

Alternative 2B

Project	Funding Recommendation	Funding Requested	Percentage of Request Funded	Funds Used
Asheville Paratransit	\$190,306	\$210,000	91%	5310 Traditional
Buncombe SEDTAP	\$128,544	\$128,544	100%	5310 Traditional
Call-A-Ride	\$30,432	\$30,432	100%	ARPA 5310
Madison County	\$23,707	\$23,707	100%	ARPA 5310

MPO Staff presented on 5310 Selection and the Prioritization Subcommittee's recommendation for funding.

Matt Wechtel moved to approve the Prioritization Subcommittee's recommendation for funding for the 5310 Projects (Alternative 2B). Anne Coletta seconded the motion, which carried upon a roll call vote, and without further discussion.

Job Access Reverse Commute (JARC) Project Selection

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity, to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The FBRMPO holds a call for projects for federal funding, and the City of Asheville is the Designated Recipient for these funds. The application process for JARC (Fall 2021) ran from September 27th to November 19th, 2021. Additional information about the program is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

FBRMPO Fall 2021 JARC Call for Projects	
Regional JARC using FY2021 at 10% of FTA Section 5307 allocation to the Asheville UZA	\$343,962

The MPO received two applications for JARC during the Fall 2021 Call for Projects. The City of Asheville applied for funding for Route 170 Transit Operations and Friends of Land of Sky applied for their Recovery to Career project.

Applicant	Project Title	Project Description	Funding Requested
City of Asheville	Route 170 Transit Operations	Fixed route service for route 170 to Black Mountain (8 trips per day,	\$231,558

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		Monday through Saturday from 5:30am to 9:30pm)	
Friends of Land of Sky*	Recovery to Career	Provide vanpool service to recovering addicts from halfway houses/sober living homes in Asheville to manufacturing jobs in Canton/Fletcher.	\$30,000

*Note: originally this project was submitted for 5310 funding; however, it was re-submitted as JARC at the request of the Prioritization Subcommittee and aligns with the purpose of the JARC program.

The Prioritization Subcommittee recommended both projects be fully funded.

Even after funding both projects, there was still a large sum of funding that was unable to be programmed (\$82,404). The Prioritization Subcommittee asked that options on how to address those funds be presented to the Regional Transit Operators Group and that the group provide a recommendation for the Subcommittee to discuss at their next meeting.

MPO Staff shared about the JARC project selection and on the Prioritization Subcommittee's recommendation to fund both projects presented. This item will come back before the Board once there is more clarity on how the remaining funds will be utilized.

Kim Roney moved to approve funding for both the Route 170 Transit Operations and the Recovery to Career projects. Chuck McGrady seconded the motion, which carried upon a roll call vote, and without further discussion.

Safety Performance Targets

Background

The Federal Highway Administration (FHWA) established five highway safety performance measures in 2016 with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

- 1.Number of fatalities;
- 2.Rate of fatalities per 100 million vehicle miles traveled;
- 3.Number of serious injuries;
- 4.Rate of serious injuries per 100 million vehicle miles traveled; and
- 5.Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) (<https://spatial.vhb.com/ncdotshsp/>) goals.

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FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. Please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state’s targets.

The goal of the most recent (2019) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. North Carolina Safety Performance Target Achievement Determination In early 2021, FHWA completed an assessment of target achievement for NCDOT’s calendar year (CY) 2019 safety targets, based on the 5-year averages for 2015-2019 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA’s review, North Carolina has not met or made significant progress toward achieving its safety performance targets.**

As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level. Note that these CY 2019 targets were based off the goal outlined in the 2014 SHSP to reduce fatalities and serious injuries by half by 20

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2019

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	1,214.7	1,410.0	1,363.0	No	No	No
Fatality Rate (5 Year Average)	1.097	1.192	1.214	No	Yes	
Serious Injuries (5 Year Average)	2,490.6	4,078.4	2,860.8	No	No	
Serious Injury Rate (5 Year Average)	2.228	3.422	2.522	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	403.7	515.6	436.2	No	No	

Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2019 goal (reducing fatalities and serious injuries by half by 2030) was applied to crash data specific to French Broad River MPO.

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Table 2: French Broad River MPO Safety Performance Target Achievement Determination Summary for CY 2019

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	44.8	51.0	50.0	No	No	No
Fatality Rate (5 Year Average)	0.952	1.029	1.052	No	Yes	
Serious Injuries (5 Year Average)	78.4	116.8	84.4	No	No	
Serious Injury Rate (5 Year Average)	1.646	2.327	1.751	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	13.7	17.6	15.2	No	No	

2022 State Safety Performance Targets

2022 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

The table below provides crash data specific to the FBRMPO and shows what the safety performance targets would look like if you applied the state's methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at the following link:

https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC_PerformanceMeasuresData_2022Targets_FrenchBroadMPO.pdf

Table 4: French Broad River MPO Specific Safety Performance Targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	44.0	1.000	113.4	2.578	16.4
2009 - 2013	45.0	1.012	101.6	2.289	15.6
2010 - 2014	46.8	1.042	89.6	2.003	15.6
2011 - 2015	46.8	1.030	81.8	1.809	15.6
2012 - 2016	46.0	0.993	74.0	1.599	16.0
2013 - 2017	50.0	1.052	84.4	1.751	15.2
2014 - 2018	52.2	1.076	102.0	2.067	17.2
2015 - 2019	51.0	1.029	116.8	2.327	17.6
2016 - 2020	49.4	0.999	128.0	2.584	18.6
2022 Target	45.4	0.912	108.3	2.151	15.7

FRENCH BROAD RIVER

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Discussion occurred regarding whether the TAC could hold off on approving the Safety Targets until more information about the use of safety funds is provided by the NCDOT Safety Committee at the next TCC meeting. MPO Staff pointed out that by no later than February 27 of each year, per FHWA guidance, the safety performance targets must be approved or the MPO must establish their own. It is MPO Staff's recommendation that we adopt the NCDOT Safety Targets as they are both strenuous and aggressive targets.

Gwen Wisler moved to approve NCDOT's 2022 Safety Performance Targets. Kim Roney seconded, and the motion carried upon a roll call vote, and without further discussion.

Amendments to the 2020-2029 Transportation Improvement Program (TIP)

About the Program

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period and is required to be in conformity with North Carolina's State Transportation Improvement Program (STIP). The TIP describes each project, a schedule for implementation, funding sources, and estimated costs.

Amendments Overview

This round includes amendment delays allowing for additional time for right-of-way and construction, add delays for planning and design and construction, delays for additional time for preliminary engineering, delay construction, add utilities not previously programed, cost increases in excess of \$2 million (\$2,000,000) threshold. In addition, there are amendments to expedite pavement reconstruction and/or to let projects under one contract., accelerate construction schedules. No new projects are being added to the TIP:

These amendments are currently posted for public review and comment on the [TIP page](#) of the MPO website.

PROPOSED NEW AMENDMENTS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #9 - January 2022																						
PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)													
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS			
HB-0015	US 19/23/74	Division 14	Haywood	US 19/23/74, REPLACE BRIDGE 430133 OVER JONES COVE ROAD (SR 1527).	Add Project at the Request of the Structures Management Unit. Project Programed for Preliminary Engineering																	
HE-0001	I-26	Division 13	Buncombe	I-26 CONSTRUCT NEW INTERCHANGE AT PRATT AND WHITNEY FACILITY	ADD ECONOMIC DEVELOPMENT PROJECT FOR PRELIMINARY ENGINEERING ONLY																	

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #9 - January 2022

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)										POST YEARS					
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029						
BL-0005	NC 251	Division 13	Buncombe	C 251/SR 1781 (BROADWAY STREET), CONSTRUCT PEDESTRIAN IMPROVEMENTS FROM US 19/23 NORTHBOUND EXIT RAMP TO NORTH OF SR 1477 (RIVERSIDE DRIVE)	ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22, ADD ADDITIONAL FUNDS FOR CONSTRUCTION	\$ 599	PE	BGDA	51															
							PE	S(M)	13															
							C	BGDA		4	423													
							C	S(M)		1	107													
I-5889B	I-40	Division 13	Buncombe	I-40, MILE MARKER 45.25 TO MILE MARKER 50. REHABILITATE PAVEMENT AND PRESERVE BRIDGES 100352, 100356, 100344, 100347, 100339, AND 100334.	MODIFY SCOPE OF WORK AT THE REQUEST OF THE DIVISION. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.	\$ 20,410	C	NHPIM			204	13,457	6,749											
U-5190	NEW LEICESTER HIGHWAY	Division 13	Buncombe	NEW LEICESTER HIGHWAY, NEW LEICESTER HIGHWAY, CITY LIMITS TO PATTON AVENUE IN ASHEVILLE. CONSTRUCT SIDEWALK.	TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 3,220	C	BGANY			2,199													
							C	BGDA		459														
							C	L		664														
U-6251A	NEW ROUTE - ENKA HERITAGE ROAD	Division 13	Buncombe	NEW ROUTE - ENKA HERITAGE ROAD, US 19/23 (SMOKEY PARK HIGHWAY) TO WALKOFF WAY. CONSTRUCT ACCESS ROAD ON NEW	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 2,750	C	APD		18	1,287	445												
							C	L		10	735	255												
U-6251B	US 19/23 (SMOKEY PARK HIGHWAY)	Division 13	Buncombe	US 19/23 (SMOKEY PARK HIGHWAY), ENKA HERITAGE ROAD INTERSECTION. CONSTRUCT FINAL INTERSECTION IMPROVEMENTS	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 1,535	ROW	APF			900													
							C	HP		200														
							C	APD		400														
							C	L		35														

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PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED/LAPP PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #9 -January 2022

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)											POST YEARS							
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029									
EB-5774	NC251	Division 13	Buncombe	NC 251/ SR 1781 (BROADWAY STREET). CONSTRUCT PEDESTRIAN IMPROVEMENTS FROM US 19/23 NORTHBOUND EXIT RAMP TO NORTH OF SR 1477 (RIVERSIDE DRIVE).	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 5,000	ROW	BGDA					176														
							ROW	L					44														
							C	BGDA					2,000														
							C	BGANY					1824														
							C	L					956														
EB-5822	NORTH RAD GREENWAY	Division 13	Buncombe	NORTH RAD GREENWAY, CONSTRUCT MULTI-USE PATH ALONG RIVERSIDE DRIVE FROM HILL STREET TO US 19/23/70 AT BROADWAY	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23	\$ 4,129	ROW	TANNY					103														
							ROW	L					26														
							C	BGDA					1,000														
							C	TAANY					2200														
							C	L					800														
EB-5830	ASHEVILLE, LEXINGTON AVENUE, PATTON AVENUE	Division 13	Buncombe	ASHEVILLE, LEXINGTON AVENUE, PATTON AVENUE TO SOUTHSIDE AVENUE. IMPROVE BICYCLE AND PEDESTRIAN INFRASTRUCTURE.	TO REFLECT CURRENT SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 20 TO FY 22.	\$ 675	PE	BGDA				540															
							PE	L				135															

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED/LAPP PROJECTS IN THE 2020-2029 FBRMPO TIP CONTINUED- Amendment #9 -January 2022

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)											POST YEARS							
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029									
EB-5831	COXE AVE	Division 13	Buncombe	ASHEVILLE, COXE AVENUE, PATTON AVENUE TO SHORT COXE AVENUE. IMPROVE BICYCLE AND PEDESTRIAN INFRASTRUCTURE.	TO REFLECT CURRENT SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 20 TO FY 22. ADD RIGHT-OF-WAY IN FY 24 AND CONSTRUCTION IN FY 25 AT THE REQUEST OF THE MPO	\$ 11,825	PE	BGDA				420															
							PE	L				105															
							ROW	BGDA				240															
							ROW	L				60															
							C	BGDA					4,400	4,400													
							C	L					1,100	1,100													
EB-5945	Champion Drive	Division 14	Haywood	TOWN OF CANTON, CHAMPION DRIVE, NORTH CANTON ROAD TO THICKETY ROAD. CONSTRUCT MULTI-USE PATH.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT OF WAY FROM FY 21 TO FY 22.	\$ 200	ROW	BGDA				160															
							ROW	L				40															
HL-0014	SR 3214	Division 13	Buncombe	SR 3214 (BILTMORE AVENUE), WHITE FAWN DRIVE INTERSECTION. INSTALL A TRAFFIC SIGNAL AND CONSTRUCT PEDESTRIAN IMPROVEMENTS.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 22 TO 23.	\$ 440	PE	BGDA				32															
							PE	L				8															
							C	BGANY				320															
							C	L				80															

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(1) IDENTIFICATION NUMBER	(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES	(3) FUNDING CATEGORY	(4) WORK TYPE (ACTIVITY)	
I - Interstate R, A, X - Rural M - Special U - Urban B - Bridge Replacement AV - Aviation E - Enhancements, Call EB - Bicycle & Pedestrian EL - Local ER - Roadside S - EE - Mitigation K - Rest Area L - Landscape P, SB - Passenger Rail SR - Safe Routes to School W, SL, SF - Highway Safety Y, Z - Railroad-Highway Crossings F - Ferry FS - Feasibility Study T - Public Transportation	APD - Appalachian Development BA - Bonus Allocation BG - Surface Transportation Block Grant Program (Uncategorized) BGS200 - Surface Transportation Block Grant Program (5K - 200K) BGANYS - Surface Transportation Block Grant Program (Any Area) BGBA - Surface Transportation Block Grant Program (Bonus Allocation) BGDA - Surface Transportation Block Grant Program (Direct Attributable) BGIM - Surface Transportation Block Grant Program (Interstate Maintenance) BGLTS - Surface Transportation Block Grant Program (Less than 5K) BQOFF - Surface Transportation Block Grant Program (Off System Bridge) BOND (R) - Revenue Bond CMAQ - Congestion Mitigation DP - Discretionary ER - Emergency Relief Funds FLAP - Federal Lands Access Program FLTP - Federal Lands Transportation Program HFB - Highway Fund Bridge	HP - Federal-Aid High Priority HSIP - Highway Safety Improvement Program L - Local NHFP - National Highway Freight Program NHNP - National Highway Performance Program NHNPB - National Highway Performance Program (Bridge) NHNPBA - National Highway Performance Program (Bonus Allocation) NHNPIM - National Highway Performance Program (Interstate Maintenance) O - Other S - State S (M) - State Match T - State Highway Trust Funds TA - Transportation Alternatives Program (Uncategorized) TAS200 - Transportation Alternatives Program (5K - 200K) TAAANY - Transportation Alternatives Program (Any Area) TADA - Transportation Alternatives Program (Direct Attributable) TALTS - Transportation Alternatives Program (Less than 5K)	DIV - Division Need EX - Exempt HF - State Dollars (Non-ST) REG - Regional Impact SW - Statewide Mobility TRN - Transition Project	A - Acquisition C - Construction CB - Construction (BUILD NC) CG - Construction (GARVEE) F - Feasibility Study G - Grading and Structures I - Implementation L - Landscaping M - Mitigation O - Operations P - Paving PE - Preliminary Engineering R - Right of Way RB - Right of Way (BUILD NC) RQ - Right of Way (GARVEE) S - Structure U - Utilities

Bill Lapsley moved to approve the Amendments to the 2020-2029 Transportation Improvement Program (TIP), as presented. Anthony Sutton seconded the motion, which carried unanimously on a roll call vote, with no further discussion.

Draft FY 2023 Unified Planning Work Program (UPWP)

The French Broad River MPO is required to develop a Unified Planning Work Program (UPWP) and present a draft in February with the final version approved in May.

What is a UPWP?

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being carried out using federal planning funds, and any programmatic support or planning being funded by FTA 5307 Support.

The Draft UPWP is due on January 28th. The Final UPWP is due at the end of March.

Major Changes between the FY 2022 and FY 2023 UPWP

- More emphasis is being put on data, modeling, and travelers' behavior to reflect anticipated work to build the region's base-year socio-economic dataset for the 2050 MTP. This includes further work on updating the region's land use layer,

- More funding is being put towards TIP Development/Prioritization to go along with anticipated work tasks for P 6.0

- Less funding is being put towards Special Study Coordination with the Regional Transit Study and Corridor Studies expected to be completed.

- More emphasis is being put on the release of the 2020 Census, which may impact the MPO's Planning Area boundary

- More funding is being put towards Regional Planning with on-going work for the CTP update, LCP update, MTP work, and potential 5307 suballocation formula considerations

FRENCH BROAD RIVER

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The Draft FY 2023 UPWP was included in the meeting packet and posted on the MPO's website: https://frenchbroadrivermpo.org/wp-content/uploads/2022/01/2022_01_13_TCC-Agenda-Packet-Updated.pdf

Tristan Winkler reminded everyone to be on the lookout for the Urbanized Area Data that will come out later this year. This data is set by the Census. It is a first step in setting the MPO's planning boundaries. There will most likely be changes based on this data.

Tristan Winkler highlighted three special studies planned for FY23: the Buncombe County Multimodal Plan, 2050 Regional Socio-Economic Projections, and TMD Coordinator position at FBRMPO. Studies that will continue from FY22 into FY23 are the Reed Creek Greenway Extension Study and the Haywood County Greenway Master Plan.

No change in local match is expected from FY22 to FY23, at least in terms of MPO operations. We plan to maintain current staff levels. We have a bit of a build up of local dues and we plan to use this to fund the Socioeconomic Projections Study.

Tom Widmer moved to approve the Draft FY 2023 Unified Planning Work Program (UPWP), as presented. Shanon Gonce seconded the motion which carried unanimously upon a roll call vote, and without further discussion.

REGULAR UPDATES

- Division 13 <http://frenchbroadrivermpo.org/wp-content/uploads/2022/01/D13-Updates- Januaru.pdf> and Division 14 <http://frenchbroadrivermpo.org/wp-content/uploads/2022/01/Div14Jan2022.pdf> updates were provided.
- A Transportation Planning Division Update was provided.
- No FHWA/FTA update was provided.
- FBRMPO Committee & Workgroup Updates:
 - Prioritization – met January 5th, next meeting March 2nd (meetings will now take place the 1st Wednesday of the month at 9:00am)
 - Transit Operators Workgroup – met January 11th
 - 5307 Subrecipient Workgroup – next meeting March 7th
 - Citizens' Advisory Committee – met January 19th
 - Hellbender Trail Stakeholder Group – next meeting February 3rd
 - Corridor Studies – Asheville City Council adopted the corridor studies as an amendment to the Asheville in Motion plan.
- Legislative Updates (passed in December 2021) –
House Bill 334 modifies the state budget and requires NCDOT to maintain a cash balance at or below \$2B. House Bill 978 makes numerous appointments, including adding Pat Molamphy of Moore County to the Board of Transportation. House Bill 165 makes a few changes to STI, defining funding variances and altering some language for Economic Development projects to look beyond the \$10M cap, also a set amount of funding per jobs created. House Bill 165 also adds a study for adding Right-of-Way acquisition procedures for NCDOT.

Tristan shared that February 1 will be Emily Scott-Cruz's last day with LOSRC and FBRMPO. He congratulated her on her new endeavor and thanked her for her efficiency and hard work.

FRENCH BROAD RIVER

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Staff Report & Recommendations

PUBLIC COMMENT

Chair Harris opened a second public comment period. No comments were received.

ADJOURNMENT

Chair Harris adjourned the meeting, as there was no further business.

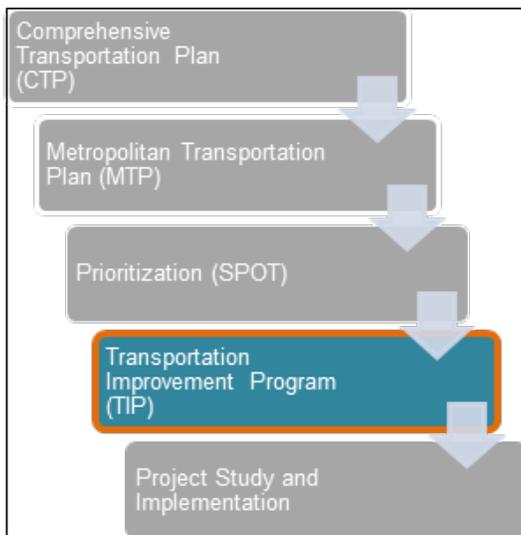
FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3B:

Modifications to the 2020-2029 Transportation Improvement Program (TIP)



The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period and is required to be in conformity with North Carolina's State Transportation Improvement Program (STIP). The TIP describes each project, a schedule for implementation, funding sources, and estimated costs. Current items are for modification of existing projects. No new projects or amendments are included for March 2022. The next round of amendments is slated for April 2022.

(1) IDENTIFICATION NUMBER	
I	- Interstate
R, A, X	- Rural
M	- Special
U	- Urban
B	- Bridge Replacement
AV	- Aviation
E	- Enhancements, Call
EB	- Bicycle & Pedestrian
EL	- Local
ER	- Roadside
S	- State
EE	- Mitigation
K	- Rest Area
L	- Landscape
P, SB	- Passenger Rail
SR	- Safe Routes to School
W, SI, SF	- Highway Safety
Y, Z	- Railroad-Highway Crossings
F	- Ferry
FS	- Feasibility Study
T	- Public Transportation

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES	
APD	- Appalachian Development
BA	- Bonus Allocation
BG	- Surface Transportation Block Grant Program (Uncategorized)
BG5200	- Surface Transportation Block Grant Program (5K - 200K)
BGANY	- Surface Transportation Block Grant Program (Any Area)
BGBA	- Surface Transportation Block Grant Program (Bonus Allocation)
BGDA	- Surface Transportation Block Grant Program (Direct Attributable)
BGIM	- Surface Transportation Block Grant Program (Interstate Maintenance)
BGLTS	- Surface Transportation Block Grant Program (Less than 5K)
BGOFF	- Surface Transportation Block Grant Program (Off System Bridge)
BOND (R)	- Revenue Bond
CMAQ	- Congestion Mitigation
DP	- Discretionary
ER	- Emergency Relief Funds
FLAP	- Federal Lands Access Program
FLTP	- Federal Lands Transportation Program
HFB	- Highway Fund Bridge
HP	- Federal-Aid High Priority
HSP	- Highway Safety Improvement Program
L	- Local
NHFP	- National Highway Freight Program
NHP	- National Highway Performance Program
NHPB	- National Highway Performance Program (Bridge)
NHPBA	- National Highway Performance Program (Bonus Allocation)
NHPIM	- National Highway Performance Program (Interstate Maintenance)
O	- Other
S	- State
S (M)	- State Match
T	- State Highway Trust Funds
TA	- Transportation Alternatives Program (Uncategorized)
TA5200	- Transportation Alternatives Program (5K - 200K)
TAANY	- Transportation Alternatives Program (Any Area)
TADA	- Transportation Alternatives Program (Direct Attributable)
TALTS	- Transportation Alternatives Program (Less than 5K)

(3) FUNDING CATEGORY	
DIV	- Division Need
EX	- Exempt
HF	- State Dollars (Non-STI)
REG	- Regional Impact
SW	- Statewide Mobility
TRN	- Transition Project

(4) WORK TYPE (ACTIVITY)	
A	- Acquisition
C	- Construction
CB	- Construction (BUILD NC)
CG	- Construction (GARVEE)
F	- Feasibility Study
G	- Grading and Structures
I	- Implementation
L	- Landscaping
M	- Mitigation
O	- Operations
P	- Paving
PE	- Preliminary Engineering
R	- Right of Way
RB	- Right of Way (BUILD NC)
RG	- Right of Way (GARVEE)
S	- Structure
U	- Utilities

FRENCH BROAD RIVER

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PROPOSED MODIFICATIONS IN THE 2020-2029 FBRMPO TIP - MARCH 2022

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)										POST YEARS						
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029							
EB-5944	ASHEVILLE / JOHNSON BOULEVARD, PATTON AVE TO IONA.	13	BUNCOMBE	CONSTRUCT SIDEWALKS.	ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY22 TO FY23	\$2,350	C	BGDA				1880													
								L				470													
HL-0014	BILTMORE AVE AND WHITE FAWN DRIVE INTERSECTION	13	BUNCOMBE	SR 3214 (BILTMORE AVENUE), WHITE FAWN DRIVE INTERSECTION. INSTALL A TRAFFIC SIGNAL AND CONSTRUCT PEDESTRIAN IMPROVEMENTS.	ADD RIGHT-OF-WAY NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE DIVISION.	\$440	PE	BGAN Y			28														
								BGDA			32														
								L			15														
								R	BGAN Y			20													
									L			5													
								C	BGAN Y					272											
L					68																				
U-5616	VARIOUS	13, 14	BUNCOMBE, HAYWOOD, MADISON, TRANSYLVANIA	FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION PLANNING (PL) SUPPLEMENT.	INCREASE PROGRAMMED IN FY23 FROM 250,000 TO 270,000 AND THE LOCAL MATCH FROM 65,000 TO 67,000	\$3,576	PLANNING	BGDA	587	250	250	270	250	250	250	250	250	250	250						
								L	147	63	63	68	63	63	63	63	63	63	63	63					
U-6163	SR 3116 (MILLS GAP ROAD) SR 3136 (CANE CREEK ROAD) INTERSECTION.	13	BUNCOMBE	CONSTRUCT ROUNDABOUT	ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY22 TO FY23.	\$2,800	R	S				100													
							U	S				300													
							C	S				4	301	95											
								T						20	1503	447									

Staff Report & Recommendations

Item 3C:

TDM Letter of Support

Background: The MPO is required to provide a resolution certifying the local match for NCDOT's Transportation Demand Management (TDM) grant. This funding is also reflected annually in the MPO's Unified Planning Work Program (UPWP) and has been utilized for the TDM program since FY 2015.

RESOLUTION TO PROGRAM STBG-DA FUNDING TO SUPPORT REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM

WHEREAS, the NCDOT has made a grant program available to provide for Transportation Demand Management Programs which promote alternative transportation options to the single occupant vehicle, including carpooling, vanpooling, telecommuting, transit, bicycle, flexible work hours, compressed workweeks and parking policies/pricing structures; and

WHEREAS, NCDOT grant funds up to 50% of administrative expenses associated with a TDM Program; and

WHEREAS, the French Broad River MPO adopted a Transportation Demand Management Plan in 2013 which recommended establishing a regional TDM Program and previously voted to set aside \$57,600 in STP-DA funds to match the NCDOT grant for the first year of a regional TDM Program; and

WHEREAS, \$57,600 of STBG-DA funds are requested to provide the match for the available NCDOT TDM grant for FY 2023; and

NOW, THEREFORE, BE IT RESOLVED by the Board of the French Broad River MPO to provide STBG-DA funds for the Regional Transportation Demand Management Program for FY 2023 in the amount equal to the Transportation Demand Management grant funding made available by the NCDOT, not to exceed \$75,000 per year.

ADOPTED this the 24th day of March, 2022

Larry H Harris, FBRMPO Board Chair

Attest: Tristan Winkler, Director
French Broad River MPO

Staff Report & Recommendations

Item 4A:

NCDOT Complete Streets Implementation

For the past few months, NCDOT staff have been working internally on updates to NCDOT's Complete Streets implementation approach. The Complete Streets Policy, originally adopted by NCDOT in 2012, is not changing, but NCDOT is proposing changes to how the policy is implemented. A new project evaluation methodology and flowchart were recently developed, and the information provided in the following pages shows a summary of the changes and next steps. This information was shared with FBRMPO staff as well as the North Carolina Association of MPOs in the past few months.

In 2019, NCDOT updated its Complete Streets Policy. This policy strengthened NCDOT's commitment to including pedestrian, bicycle, and transit facilities in the construction of highway projects. NCDOT also issued an Implementation Guide that provided more details about how the policy would be implemented. As outlined in 2019, NCDOT would do the following:

- Construct facilities at no cost to local government if they were in an adopted plan
- Maintain facilities outside of municipal boundaries if local governments did not agree to maintain the facilities

NCDOT's new Complete Streets Evaluation Methodology provides more details on how the policy will be integrated into the project development process. There are several issues of concern, including:

- NCDOT is clarifying that they will construct facilities at no cost to local government if there is an identified need and they are in an adopted plan. The primary issue is the use of a questionable demand estimation tool and its role with local knowledge and established plans.
- NCDOT is requiring that all separated facilities (i.e., sidewalks, trails, and sidepaths) have maintenance agreements with local government both inside and outside of municipal boundaries otherwise a non-separated facility may be considered.
- "Projects that exceed a 10% cost increase for integrating Complete Streets components or result in significant schedule impacts may warrant greater scrutiny and additional analyses

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to further reduce impacts.” MPO staff is concerned our region may have more instances of greater scrutiny due to the environmental constraints and challenges of our region.

Updated NCDOT Documents:

-[NCDOT's Complete Streets Implementation Guide](#)

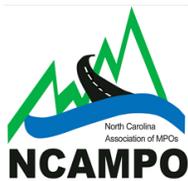
-[NCDOT's Complete Streets Project Evaluation Methodology](#)

Also below is NCAMPO's letter regarding Complete Streets changes.

Hannah Cook, NCDOT Division 13 Planning Engineer, will present on NCDOT's Complete Streets changes.

Potential Actions:

- 1) Provide a letter from the FBRMPO to NCDOT
- 2) Endorse the comments from NCAMPO
- 3) Discuss Further at a Later Meeting
- 4) No Action



February 11, 2022

Ryan Brumfield
Integrated Mobility Division Director
1 South Wilmington Street, MSC 1552
Raleigh, NC 27601-1552

Dear Ryan,

We are pleased to provide you with this letter containing comments on the proposed NCDOT Complete Streets Implementation 2.0 recommendations. The NC Association of Metropolitan Planning Organizations (NCAMPO) supports robust complete streets implementation efforts and believes these efforts will bring many direct benefits to the communities served by our member MPOs. Below are several areas NCAMPO would like to continue to work with NCDOT to update.

- **Maintenance of Separated Facilities.** In 2019 NCDOT committed to project partners for the maintenance of separated facilities outside of municipalities. NCAMPO believes NCDOT should continue to honor that commitment and work with cities, counties, MPOs, and RPOs, to develop consensus on a workable solution for the maintenance of these facilities.
- **Complete Streets Decision Making.** NCDOT should involve MPOs and RPOs in the development of Complete Streets policies, in the implementation of those policies, and in the project development process application of those policies. NCDOT should not be making policy or project decisions in a vacuum. The proposed policy update language assigns a high level of responsibility and decision-making authority to project managers rather than joint or concurrent decision making that the 3-C process requires.
- **Adopted Plan Vs Need Assessment:** MPOs and RPOs spend a lot of time meeting with the public and developing consensus on adopted plans. The 2019 Complete Streets Implementation Guidelines gave a lot of deference to adopted plans, but the new Evaluation Methodology give greater weight to an independent assessment of the need for bicycle and pedestrian facilities on a project. There must be a very high bar to justify NCDOT disregarding adopted plan recommendations and documentation of that decision and why the decision is made is needed.
- **Demand Estimation Tool and Need Assessment.** Much of the language in these sections seems to be geared towards limiting complete streets implementation and project integration. MPOs and RPOs have concerns that these tools and processes will be used to justify not accommodating bicycle and pedestrian needs in urban and urbanizing areas. USDOT policy states the decision not to accommodate bicyclists and pedestrians should be the exception rather than the rule, and that there must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.

- **Controlled Access Facilities.** Interstate (and other controlled access roadway projects) where Y-line roadways/facilities are modified should be subject to the Complete Streets guidelines and not an alternative analysis. USDOT policy states, “Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.” There is also growing interest in shared use paths that parallel controlled access highways, such as the Triangle Bikeway. Having policies that discourage such facilities impacts the chances of successfully applying to USDOT for project funding.
- **Bridges.** NCDOT policies should make clear that local governments are not responsible for cost share or maintenance of bicycle and pedestrian facilities on bridges, and that NCDOT is responsible for retrofits when there is a documented need for facilities on bridges in the future. Policies for bridges should also apply to culverts. Please ensure the Evaluation Methodology complies with recent FHWA Bridge Formula Program (BFP) Implementation Guidance.
- **Cost Thresholds.** The ten percent cost threshold is too low, considering that around 15 percent of all traffic fatalities in North Carolina are bicyclists and pedestrians, and USDOT policy references a 20 percent cost threshold. There also needs to be flexibility in the application of cost thresholds to lower cost projects, and if costs are being measured, so should benefits.
- **Safety and Maintenance Projects.** Details are needed on the alternative Complete Streets evaluation process for these project types.
- **Imprecise Language.** Please cull imprecise, vague, or undefined words and phrases that are subject to misinterpretation or multiple interpretations. One example (emphasis added): “At this step, it may be determined that some project types are not subject to the policy and should proceed through an alternative evaluation process. These may include:”
- **Complete Streets Implementation Effective Date.** Projects with a completed Environmental Document prior to August 30, 2019, that have been or will be delayed beyond FY23 or more than three years, should comply now with the Complete Street implementation requirements. NCDOT should follow the Complete Street guidelines in projects where NEPA may need to be reopened, refreshed, or updated or in cases where there may already be a completed Environmental Document if it does not drastically impact the project cost or scope. Due to STIP delays and reprogramming, a considerable amount of the projects slated for the next decade would not be required to abide by the new policy, effectively “grandfathering” in a significant number of projects where Complete Streets implementation is not only appropriate, but also needed.

We believe the 3-C transportation planning process provides a critical foundation for identifying and prioritized multi-modal transportation projects and programs that are vital to a high quality of life throughout our state. The opportunity to learn from other states about their approach would help to advance the state of transportation planning practice for all North Carolina communities. NCAMPO believes a formal and continual review and update process should be

part of the implementation process and should include transportation partners in a meaningful way.

We appreciate the opportunity to work with NCDOT to continue to evolve and advance the implementation of complete streets in North Carolina and look forward to seeing the benefits of this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris M. Lukasina". The signature is fluid and cursive, with a long horizontal stroke at the end.

Chris Lukasina, ATCP, GISP
President, NCAMPO

Staff Report & Recommendations

Item 4B:

FY 2023 Unified Planning Work Program (UPWP) & Self-Certification

The French Broad River MPO is required to develop a Unified Planning Work Program (UPWP) and present a draft in February with the final version approved in May.

What is a UPWP?

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being carried out using federal planning funds, and any programmatic support or planning being funded by FTA 5307 Support.

The Draft UPWP was presented and adopted on January 28th. The Final UPWP is due at the end of March.

Major Changes between the FY 2022 and FY 2023 UPWP

-More emphasis is being put on data, modeling, and travelers behavior to reflect anticipated work to build the region's base-year socio-economic dataset for the 2050 MTP. This includes work associated with updated the region's socio-economic projections

-More funding is being put towards TIP Development/Prioritization to go along with anticipated work tasks for the development of the 2024-2033 TIP/STIP

-More funding is being put towards Special Studies to reflect the workload associated

-More emphasis is being put on the release of the 2020 Census, which may impact the MPO's Planning Area boundary and will be needed to be update the region's Travel Demand Model

-More funding is being put towards Regional Planning with on-going work for the CTP update, LCP update, MTP work, and potential 5307 suballocation formula considerations

Self Certification

MPOs that are designated as Transportation Management Areas (TMAs), which are MPOs with an Urbanized Area population of greater than 200,000, are required to provide annual certifications

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

that the transportation planning process is being followed and properly carried out in the MPO planning area. The certification is typically a resolution, approved by the MPO Board.

Action Required

TCC Recommendation: Approve the FY 2023 UPWP

FY 2023

**French Broad River MPO
Unified Planning Work Program**

**FRENCH
BROAD
RIVER**

METROPOLITAN PLANNING
ORGANIZATION
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**Fiscal Year 2023 Unified Planning Work Program
for the
French Broad River Metropolitan Planning
Organization**

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INTRODUCTION

In compliance with Federal law and guidelines, the French Broad River Metropolitan Planning Organization (FBRMPO) has developed a Unified Planning Work Program (UPWP) for Fiscal Year 2023 that will help to carry out a cooperative, comprehensive, and continuous transportation planning process for the FBRMPO Planning Area.

In general, the UPWP is the FBRMPO's budget for personnel tasks and planning studies, either carried out by the MPO or studies using MPO planning funds carried out by member governments. The UPWP is largely funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), with reimbursements managed by the North Carolina Department of Transportation. UPWP's can have six general funding sources:

-Statewide Planning and Research Program (SPR)- These are federal planning funds used by NCDOT to conduct work for the French Broad River MPO. A 20% local match is required. (No SPR funds are programmed in FY 2023 UPWP)

-FHWA Section 104(f) Funds- These funds are dedicated to MPO planning areas to perform metropolitan transportation planning tasks. A 20% local match is required.

-FTA Section 5303 Funds- These funds are used for transit planning in the MPO planning area by the region's 5303 Direct Recipient, the City of Asheville. The FTA provides 80% of these funds, NCDOT provides 10%, and the City of Asheville provides the 10% local match

-FTA Section 5307 Funds- These funds are distributed to the region and are eligible for transit capital, operations, and planning. Planning tasks carried out with these funds by 5307 (sub)recipients or the MPO are required to be documented in the UPWP.

-FHWA Surface Transportation Block Grant Program- Direct Attributable Funds- The funds are dedicated to Transportation Management Areas and these funds can be used for transportation planning. A 20% local match is required.

-Local Match- the match required to utilize federal planning funds is charged to MPO member governments in direct proportion to proportion of population within

the MPO, per the most recent decennial census. The 2010 US Census will be utilized to calculate local dues for FY 22.

NARRATIVE OF SECTION 104(f) WORK TASKS TO BE PERFORMED

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>MPO staff will maintain spatial data related to the planning area including roadway network changes, bike/ped infrastructure network changes, parking inventory changes, traffic volumes, crashes, bike/ped counts, environmental data, and other data related to Vehicle Miles Traveled and roadway capacity deficiencies.</p> <p><u>WORK PRODUCT:</u> Updated Catalogue of GIS shapefiles, biennial congestion report</p>
II-A-2	Travelers and Behavior	<p>MPO staff will maintain data on the region's VMT, travel-time reliability, crashes, vehicular volumes, base-year population and employment data, and bicycle and pedestrian counts.</p> <p><u>WORK PRODUCTS:</u> Verification of 2020 employment data for the five-county area</p>
II-A-3	Transportation Modeling	<p>MPO staff will work with NCDOT TPD staff to maintain and update the region's travel demand model, finalize changes to the model's TAZs, and coordinate model outputs with socio-economic projections.</p> <p><u>WORK PRODUCT:</u> Final 2020-2050 Transportation Analysis Zones (TAZs)</p>
II-B Planning Process		
II-B-1	Targeted Planning	<p>MPO staff will continue coordination activities with the region's Clean Air Campaign, Clean Vehicle Coalition, WNC Rail Committee, and Land of Sky Resiliency efforts; participate in continued FAST Act and other planning training and workshop efforts.</p> <p><u>WORK PRODUCT:</u> Document existing and planned charging stations for electric vehicles, work with Divisions and Local Governments on</p>

		Complete Streets and Streetscaping Opportunities with NCDOT Resurfacing projects
II-B-2	Regional Planning	<p>Amend the 2045 MTP, Finalize the region’s Comprehensive Transportation Plan (CTP) Continue Documentation of 2020 Existing Conditions for the 2050 MTP, Finalize Changes to the 5307 Suballocation Formula, Finalize the Updated Locally Coordinated Human Services and Public Transportation Plan.</p> <p><u>WORK PRODUCT:</u> Amendments to the 2045 MTP as needed, Finalized CTP, Existing Conditions for the 2050 MTP, Follow-Up Items from the Regional Transit Study, Continued Coordination for the Hellbender Regional Trail, Facilitated Discussions and Potential Modifications to the 5307 Suballocation Formula</p>
II-B-3A	Special Studies Operations	<p>MPO staff will continue to provide support, contracting, invoicing, and oversight of on-going special studies in the region, including special studies managed in-house (TDM)</p> <p><u>WORK PRODUCT:</u> Staff assistance and administration of the Buncombe County Pedestrian Plan, Haywood County Greenway Plan, Asheville Reed Creek Greenway Feasibility Study, and 2050 Socio-Economic Projections</p>
II-B-3C	Special Studies Pass-Through	No Special Studies Utilizing PL Pass-Through Dollars for FY 2023.
III-A Planning Work Program		
III-A-1	Planning Work Program	<p>The MPO will develop a Planning Work Program in accordance with Federal requirements, with the guidance of the Technical Coordination Committee and MPO Board, a 5-year work plan, and maintain MPO certification.</p> <p><u>WORK PRODUCT:</u> FY 2024 UPWP</p>
III-A-2	Metrics and Performance Measures	<p>MPO staff will prepare quarterly reports to NCDOT Transportation Planning Division.</p> <p><u>WORK PRODUCT:</u> Quarterly Reports</p>
III-B Transportation Improvement Program		

III-B-1	Prioritization	<p>The MPO will continue to participate in the Statewide Prioritization Process as mandated by the Strategic Transportation Investments Act of 2012. In FY 2023, the MPO expects to work on developing the 2024-2033 State Transportation Improvement Program (STIP)</p> <p>WORK PRODUCT: Draft 2024-2033 TIP</p>
III-B-2	Metropolitan TIP	<p>The MPO will maintain the TIP in coordination with NCDOT, transit providers, and local governments, and provide any remaining work tasks for the programming of STBGDA, TAPDA, 5310, and JARC funds.</p> <p>WORK PRODUCT: Amendments to the 2020-2029 TIP and required public input and documentation, LAPP Call for Projects, 5310 Call for Project, JARC Call for Projects, adoption of the 2024-2033 TIP</p>
III-B-3	Merger/Project Development	<p>The MPO will continue to participate in project development meetings, including major projects in the Merger Process as well as local projects, as needed.</p>
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>The MPO will maintain Civil Rights statistics to maintain compliance with FTA and other agency requirements and work to improve current documents and processes related to Title VI Compliance.</p>
III-C-2	Environmental Justice	<p>The MPO will continue to provide analysis of projects to assure compliance with Environmental Justice requirements to work towards having historically underrepresented populations more aware and involved in the transportation planning process and to provide a planning overview of benefits and burdens from planned transportation projects.</p> <p>WORK PRODUCT: Identification of base-year (2020) environmental justice communities</p>

III-C-3	Minority Business Enterprise Planning	Nothing programmed for FY 2023.
III-C-4	Planning for Elderly	Coordinate with the Area Agency on Aging, AARP, County Agencies on Aging, and other stakeholders to identify and further engage on topics relevant to the aging/transportation nexus. WORK PRODUCTS: Coffee with a Transportation Planner events
III-C-5	Safety/Drug Control Planning	Research potential grants or planning activities involving transit and substance abuse.
III-C-6	Public Involvement	Work to involve the public at all stages of the transportation planning process, including long-range and more immediate transportation planning efforts; coordinate the Citizens Advisory Committee to advise on public participation efforts at the MPO and work on amending and updating the MPO's Public Involvement Plan, as needed. Continue to utilize remote meeting accessibility as an option, even if in-person meetings become safe and accessible again.
III-C-7	Private Sector Participation	Nothing programmed for FY 2023.
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	Continue to coordinate with other regional, state, and federal agencies involved in transportation planning activities; monitor legislation relevant to the transportation planning process; coordinate activities with the Land of Sky RPO and local transit agencies; participate in the North Carolina Association of MPOs; participate in working groups and committees at the state including, but not limited to the SPOT Working Group, Non-Motorized Statewide Planning Group, Freight and Freight Parking Planning Groups, and the Complete Streets Working Group; attend professional conferences and other training opportunities as appropriate for professional development and peer-exchanges. Host educational event in conjunction with Clean Cities on Autonomous and Electric Vehicles.
III-E Management and Operations		
III-E	Management, Operations, Program	Provide direct support to the MPO Board, TCC, Prioritization Subcommittee, Citizens Advisory

	Support Administration	<p>Committee, Transit Operators Workgroup, 5307 Sub-Recipients Workgroup, Freight Stakeholders Group, and any other group requiring MPO staff for agenda, minutes, and meeting logistics; procure supplies related to planning activities; any direct costs associated with MPO administration; maintain files and records for the MPO; maintain the MPO website; support staff training and development.</p> <p><u>WORK PRODUCT:</u> Meeting Agendas, Website Updates</p>
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TABLES OF UPWP FTA SECTION 5303 & FTA SECTION 5307 WORK TASKS TO BE PERFORMED

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>The City of Asheville Transit Planning Division collects and analyzes various data pertaining to the operation and maintenance of the transit system. This includes ridership data compiled from the Automatic Passenger Counters, fare data collected from the fareboxes, performance data collected from the real-time GPS and AVL system, etc. Data will be used in reporting current system functions, analyze impact of system service changes, and plan for future service improvements to increase system-wide ridership.</p> <p>Work Product: Monthly ridership reports, on-time-performance reports, fare revenue reports, etc.</p>
II-A-2	Travelers and Behavior	<p>The City of Asheville Transit Planning Division uses land use and demographic data in partnership with the MPO and the City’s Planning and Urban Design department to coordinate land use and transportation decision-making on proposed new developments. This enables the Transit Planning staff to evaluate and plan improvements to the transit system, as well as work on bus stop enhancements. This ensures connectivity among ART’s fixed-route service and to other regional modes of transportation.</p> <p>Work Program: Continue to review demographic data based on the 2020 census and use the information to improve service. Conduct survey to collect ridership data and other demographic information.</p>
II-A-3	Transportation Modeling	
II-B Planning Process		
II-B-1	Targeted Planning	<p>Work with various community organizations on targeted transit service planning for specific routes as needed.</p> <p>Work Product: Information received will be used</p>
II-B-2	Regional Planning	<p>The City of Asheville Transit Planning Division continues to implement recommended service improvements in the transit master plan, as well as Implement the vision/long range plan outlined in the Multimodal Transportation Plan. Participate in the Regional Transit Operators’ meetings to discuss prioritization of regional transit projects.</p>

		<p>Participate in the MPO's regional planning studies conducted over the next two fiscal years. Attend TCC (Technical Coordinating Committee), and other transit advisory board meetings.</p> <p>Work Product: Implementation of new service per the Transit Master Plan. MPO Regional Transit Study and other Planning studies.</p>
II-B-3A	Special Studies Operations	
II-B-3B	Corridor Studies Operations	
II-B-3C	Special Studies Pass-Through	
III-A Planning Work Program		
III-A-1	Planning Work Program	<p>Program Administration entails working on multiple reporting and managerial functions. Program administration includes monitoring subrecipients planning and grant activities, and reporting requirements for (drug/alcohol, NTD, FTA, etc.), work with the MPO to develop the UPWP per federal and state requirements, manage and administer the City's FTA and State grants, and manage FTA compliance/reporting, monitor and oversee the operations and maintenance contract for fixed-route and paratransit services.</p> <p>Work Products: Quarterly and Annual FTA financial and milestone progress reports; complete annual NTD reporting; work on Subrecipient Grant Agreements and reports; complete and submit annual FTA Drug and Alcohol Reports; and complete and submit the FY 22 to FY 24 DBE Goals to FTA, etc.</p>
III-A-2	Metrics and Performance Measures	
III-B Transportation Improvement Program		
III-B-1	Prioritization	
III-B-2	Metropolitan TIP	<p>Work with MPO on programming transit projects and funding in the M/STIP.</p> <p>Work Program: Include STIP ID information in grant applications for the City and subrecipients.</p>

III-B-3	Merger/Project Development	
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>Title VI analysis will be conducted for route and fare changes. The City's Title VI plan will be updated in 2020. The City will continue to implement the DBE plan, which includes closely coordinating with the Small and Minority-Owned Business Program. Individual projects involving land use and site design evaluated along with public mobility issues in mind. Conduct Equity Analysis for related service and/or changes.</p> <p>Work Product: Submit DBE bi-annual reports to the FTA.</p>
III-C-2	Environmental Justice	
III-C-3	Minority Business Enterprise Planning	
III-C-4	Planning for Elderly	
III-C-5	Safety/Drug Control Planning	
III-C-6	Public Involvement	
III-C-7	Private Sector Participation	
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	
III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	<p>Conduct meetings as part of the City's oversight responsibilities as part of grants management and administration. Meet quarterly with all subrecipients and work with subrecipients to address issues and/or concerns related to federal grants.</p> <p>5307: Henderson County staff will provide program support and planning for Henderson County urban transit services.</p> <p>Work Product: Complete quarterly meetings and submit reports to subrecipients on items to follow-up during meetings.</p>

SUMMARY OF SPECIAL STUDIES

Title	Study Sponsor	Managing Entity	Summary
Buncombe County Multimodal Plan	Buncombe County	Buncombe County	Provide a multimodal master plan for Buncombe County to examine bicycle and pedestrian needs, potential bicycle and pedestrian capital projects, planning projects, and other changes.
2050 Regional Socio-Economic Projections	French Broad River MPO	French Broad River MPO	Develop socio-economic projections for Buncombe, Haywood, Henderson, Madison, and Transylvania counties for 2050. These projections will be utilized for updating the region's Travel Demand Model, serve as a tool for updating the Metropolitan Transportation Plan (MTP), and provide a reference for regional and local projections for population, employment, and other data points.
Reed Creek Greenway Extension Study	City of Asheville	City of Asheville	Study potential alignments and opportunities for extending the Reed Creek Greenway south to connect to Isaac Dickson School and north to Riverside Drive.
Haywood County Greenway Master Plan (continuing from FY 22)	Haywood County	French Broad River MPO	Develop a greenway master plan for Haywood County to determine opportunities and priorities for developing the County's greenway system.

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				STBGDA (Flexed to PL)			Transit Program Support- 5307			Total			
			Local	Federal	TOTAL	Local	State	Federal	Total	Local	Federal	Total	Local	Federal	Total	Local	State	Federal	Total
			20%	80%		10%	10%	80%		20%	80%		20%	80%					
	II-A	Data and Planning Support	\$ 12,912	\$51,648	\$ 64,560	\$1,635	\$1,635	\$13,082	\$16,352	\$ -	\$0	\$ -				\$ 14,547	\$1,635	\$64,730	\$ 80,912
44.24.00	II-A-1	Networks and Support Systems	\$ 817	\$3,269	\$ 4,086	\$1,053	\$1,053	\$8,422	\$10,527	\$ -	\$0	\$ -				\$ 1,870	\$1,053	\$11,690	\$ 14,613
44.23.01	II-A-2	Travelers and Behavior	\$ 3,412	\$13,647	\$ 17,059	\$583	\$583	\$4,660	\$5,825	\$ -	\$0	\$ -				\$ 3,994	\$583	\$18,307	\$ 22,884
44.23.02	II-A-3	Transportation Modeling	\$ 8,683	\$34,732	\$ 43,415					\$ -	\$0	\$ -				\$ 8,683	\$0	\$34,732	\$ 43,415
	II-B	Planning Process	\$ 28,705	\$114,819	\$ 143,523	\$3,430	\$3,430	\$27,440	\$34,300	\$ 59,400	\$ 277,600	\$ 347,000				\$ 91,535	\$3,430	\$419,859	\$ 514,823
44.23.02	II-B-1	Targeted Planning	\$ 5,557	\$22,228	\$ 27,785	\$2,652.50	\$2,652.50	\$21,220	\$26,525	\$ -	\$0	\$ -				\$ 8,210	\$2,653	\$43,448	\$ 54,310
44.22.00	II-B-2	Regional Planning	\$ 11,114	\$44,456	\$ 55,571	\$778	\$778	\$6,220	\$7,775	\$ -	\$0	\$ -				\$ 11,892	\$778	\$50,676	\$ 63,346
44.27.00	II-B-3A	Special Studies Operations	\$ 12,033	\$48,134	\$ 60,167					\$ -	\$0	\$ -				\$ 12,033	\$0	\$48,134	\$ 60,167
44.27.00	II-B-3C	Special Studies Pass-Through	\$ -	\$ -	\$ -					\$ -	\$0	\$ -				\$ -	\$0	\$0	\$ -
44.27.00	II-B-3D	Buncombe County Multimodal Plan	\$ -	\$ -	\$ -					\$ 25,000	\$100,000	\$ 125,000				\$ 25,000	\$0	\$ 100,000	\$ 125,000
44.27.00	II-B-3E	2050 Regional Socio-Economic Projections	\$ -	\$ -	\$ -					\$ 10,000	\$80,000	\$ 100,000				\$ 10,000	\$0	\$ 80,000	\$ 90,000
44.27.00	II-B-3F	Reed Creek Greenway Extention Study	\$ -	\$ -	\$ -					\$ 10,000	\$40,000	\$ 50,000				\$ 10,000	\$0	\$ 40,000	\$ 50,000
44.27.00	II-B-3H	TDM Coordinator	\$ -	\$ -	\$ -					\$ 14,400	\$57,600	\$ 72,000				\$ 14,400	\$0	\$ 57,600	\$ 72,000
	III-A	Planning Work Program	\$ 17,202	\$68,809	\$ 86,012	\$636	\$636	\$5,089	\$6,361	\$ -	\$0	\$ -				\$ 17,838	\$636	\$73,898	\$ 92,731
44.23.02	III-A-1	Planning Work Program	\$ 8,499	\$33,996	\$ 42,495	\$636	\$636	\$5,089	\$6,361	\$ -	\$0	\$ -				\$ 9,135	\$636	\$39,085	\$ 48,856
44.24.00	III-A-2	Metrics and Performance Measures	\$ 8,703	\$34,813	\$ 43,517					\$ -	\$0	\$ -				\$ 8,703	\$0	\$34,813	\$ 43,517
	III-B	Transp. Improvement Plan	\$ 12,667	\$50,667	\$ 63,334	\$736	\$736	\$5,886	\$7,357	\$ -	\$0	\$ -				\$ 13,403	\$736	\$56,553	\$ 70,691
44.25.00	III-B-1	Prioritization	\$ 5,332	\$21,329	\$ 26,662					\$ -	\$0	\$ -				\$ 5,332	\$0	\$21,329	\$ 26,662
44.25.00	III-B-2	Metropolitan TIP	\$ 6,517	\$26,069	\$ 32,586	\$736	\$736	\$5,886	\$7,357	\$ -	\$0	\$ -				\$ 7,253	\$736	\$31,955	\$ 39,943
44.25.00	III-B-3	Merger/Project Development	\$ 817	\$3,269	\$ 4,086					\$ -	\$0	\$ -				\$ 817	\$0	\$3,269	\$ 4,086
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 14,179	\$56,715	\$ 70,893	\$1,908	\$1,908	\$15,266	\$19,082	\$ -	\$0	\$ -				\$ 16,087	\$1,908	\$71,980	\$ 89,975
44.27.00	III-C-1	Title VI Compliance	\$ 1,042	\$4,168	\$ 5,210	\$1,908	\$1,908	\$15,266	\$19,082	\$0	\$0	\$ -				\$ 2,950	\$1,908	\$19,433	\$ 24,292
44.27.00	III-C-2	Environmental Justice	\$ 3,637	\$14,546	\$ 18,183					\$0	\$0	\$ -				\$ 3,637	\$0	\$14,546	\$ 18,183
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -					\$0	\$0	\$ -				\$ -	\$0	\$0	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 2,819	\$11,278	\$ 14,097					\$0	\$0	\$ -				\$ 2,819	\$0	\$11,278	\$ 14,097
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 1,042	\$4,168	\$ 5,210					\$0	\$0	\$ -				\$ 1,042	\$0	\$4,168	\$ 5,210
44.27.00	III-C-6	Public Involvement	\$ 5,639	\$22,555	\$ 28,194					\$0	\$0	\$ -				\$ 5,639	\$0	\$22,555	\$ 28,194
44.27.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -					\$0	\$0	\$ -				\$ -	\$0	\$0	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ 6,374	\$25,497	\$ 31,871	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -				\$ 6,374	\$0	\$25,497	\$ 31,871
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 6,374	\$25,497	\$ 31,871					\$0	\$0	\$0				\$ 6,374	\$0	\$25,497	\$ 31,871
	III-E	Management Ops, Program Suppt Admin	\$ 13,786	\$55,145	\$ 68,931	\$5,597	\$5,597	\$44,779	\$55,974	\$ 8,176	\$32,706	\$ 40,882	\$ 18,000	\$72,000	\$ 90,000	\$ 45,560	\$5,597	\$204,630	\$ 255,787
44.27.00		Management Operations	\$ 13,786	\$55,145	\$ 68,931					\$0	\$ 8,176	\$32,706	\$ 40,882			\$ 21,963	\$0	\$87,851	\$ 109,813
44.27.00		Program Support Administration	\$ -	\$0	\$ -	\$5,597	\$5,597	\$44,779	\$55,974				\$ 18,000	\$ 72,000	\$ 90,000	\$ 23,597	\$5,597	\$116,779	\$ 145,974
		TOTALS	\$105,825	\$423,300	\$ 529,125	\$13,943	\$13,943	\$111,541	\$139,426	\$67,576	\$310,306	\$387,882	\$ 18,000	\$72,000	\$90,000	\$ 205,344	\$13,943	\$917,146	\$ 1,136,433
Continuing Studies																			
FY Account	Project	MPO Planning & Admin- PL 104			Transit Planning- 5303				STBGDA (Flexed to PL)			Transit Support- 5307			Total				
		Local	Federal	Total	Local	State	Federal	Total	Local	Federal	Total	Local	Federal	Total	Local	State	Federal	Total	
		20%	80%		10%	10%	80%		20%	80%		20%	80%						
FY 22	Haywood County Greenway Master Plan								\$22,500	\$90,000	\$112,500				\$22,500	\$ -	\$90,000	\$112,500	
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$90,000	\$112,500				\$22,500	\$0	\$90,000	\$112,500	

LOCAL MATCH FOR FY 2023 UPWP

Local match for federal Metropolitan Planning funds (either PL or STBGDA flexed to PL) is required in order to access these funds. The French Broad River MPO's budget for FY 2023 consists of a total of \$570,008, necessitating a 20% local match of \$114,002. This local match is split between paying entities of the region (some counties pay on behalf of some of their municipalities), based on the jurisdiction proportion of the MPO's population from the 2010 Decennial Census. The estimated dues for FY 2023 are estimated to be the same as FY 2021 and are distributed by each dues-paying member below

	FY 2023 Amount
Total	\$570,008
Federal Share	\$456,006
Local Share	\$ 114,002
Buncombe County (36.56%)	\$41,678.98
Henderson County (23.64%)	\$26,949.98
City of Asheville (21.07%)	\$24,020.14
Haywood County (10.60%)	\$12,084.17
City of Hendersonville (3.32%)	\$3,784.85
Town of Waynesville (2.49%)	\$2,838.64
Madison County (2.32%)	\$2,644.84

RESOLUTION OF APPROVAL
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FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTING THE PLANNING WORK PROGRAM FOR FY 2023

WHEREAS, the French Broad River MPO Governing Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C 1607; and

WHEREAS, the region has an adopted a 25-year Metropolitan Transportation Plan to the year 2045 that is fiscally constrained and meets federal requirements for metropolitan transportation planning; and

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the urbanized area; and

WHEREAS, the City of Asheville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds; and

WHEREAS, members of the French Broad River MPO Board agree that the Planning Work Program will effectively advance transportation planning for FY 2023;

WHEREAS, members of the French Broad River MPO Board agree that the Federal Transit Administration Narrative related to the 5303 and 5307 provides for an accurate overview of transit planning work to be undertaken with 5303 and 5307 funding in our region during FY 2023;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the Unified Planning Work Program for fiscal year 2023.

ADOPTED: This the 24th day of March, 2023.

Larry B. Harris, FBRMPO Board Chair

Attest: Tristan Winkler, Director

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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION CERTIFYING THE FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS

WHEREAS, the French Broad River Metropolitan Planning Organization is the regional transportation planning organization for the Asheville Urban Area; and

WHEREAS, the French Broad River Metropolitan Planning Organization Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the French Broad River Metropolitan Planning Organization Board has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the French Broad River Metropolitan Planning Organization Board has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the French Broad River Metropolitan Planning Organization Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045 and meets the requirements for an adequate Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization certifies the transportation planning process for the French Broad River Metropolitan Planning Organization on this 24th day of March, 2021.

Larry B. Harris, FBRMPO Board Chair

Attest, Tristan Winkler, Director
French Broad River MPO

FY 2023 FBRMPO UPWP- Five-Year Work Plan

Timeline	Quarter	Surveillance of Inventory Data (II-A)	Long Range Transportation Planning (II-B)	Planning Work Program (III-A)	Transportation Improvement Program (III-B)	Civil Rights Compliance/Other Regulations (III-C)	Incidental Planning & Project Development (III-D)	Administration & Services (III-E)
FY 2023	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data; Begin Determining Updated MPO Planning Boundary Based on 2020 Urbanized Area Data	Issue RFP for Socio-Economic Forecasts (Land Use Study)	Close Out Previous Year UPWP	Determine Projects for P 7.0, TIP Amendments	Update the MPO's Title VI Plan	Administer Special Studies, PL Funds, Develop MPO Resiliency Plan	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Employer Data for Base Year Model Data	Begin Work on the Socio-Economic Forecasts	Prepare Draft UPWP, Quarterly Reports	TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Finalize 2050 MTP Goals and Objectives, Finalize Base Data Narrative, Finalize and Adopt Updated Locally Coordinated Plan	Adopt Final UPWP, Quarterly Reports	TIP Amendments, Merger Projects	Conduct Environmental Justice Assessment for the 2050 MTP	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	
	4	Crash and Safety Data Updates; Finalize MPO Planning Area Changes	Solicit Projects to Be Considered for the 2050 MTP	Quarterly Reports	2024-2033 TIP/STIP Development	Review and Evaluate Effectiveness of the Public Involvement Policy	Update MOU as needed based on updated MPO Planning Boundaries, Administer Special Studies, PL Funds	
FY 2024	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data	Finalize and Adopt 2050 Socio-Economic Forecasts, Begin Initial Travel Demand Model Runs	Close Out Previous Year UPWP	Hold SPOT Meetings on Regional Impact Priorities, Merger Meetings	Revise MPO Documents and Provide Translations	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Base Year Land Use (ELUSE) Layer for the Travel Demand Model	Continue to Work Through Forecasts, Begin MTP Project Selection	Prepare Draft UPWP, Quarterly Reports	Hold SPOT Meeting on Division Needs Priorities, TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Begin Work on MTP 2050 Financial Forecasts	Adopt Final UPWP, Quarterly Reports	Hold Meetings on the Draft 2024-2033 TIP, TIP Amendments, LAPP Call for Projects	Ensure On-Going Compliance with Civil Right Requirements	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	
	4	Crash and Safety Data Updates	Finalize MTP 2050 MTP Financial Forecasts	Quarterly Reports	Adopt the 2024-2033 TIP, Finalize LAPP Project Selection	Review and Evaluate Effectiveness of the Public Involvement Policy	Administer Special Studies, PL Funds	
FY 2025	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data	Hold Initial Public Meetings on the 2050 MTP	Close Out Previous Year UPWP	Determine Projects for P 8.0, TIP Amendments	Revise MPO Documents and Provide Translations	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Base Year Land Use (ELUSE) Layer for the Travel Demand Model	Finalize MTP Goals and Objectives	Prepare Draft UPWP, Quarterly Reports	TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Finalize MTP Policy Recommendations	Adopt Final UPWP, Quarterly Reports	TIP Amendments, Merger Projects	Ensure On-Going Compliance with Civil Right Requirements	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	
	4	Crash and Safety Data Updates	Finalize MTP Project Selection	Quarterly Reports		Review and Evaluate Effectiveness of the Public Involvement Policy	Administer Special Studies, PL Funds	
FY 2026	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data	Hold Public Meetings on the Draft MTP	Close Out Previous Year UPWP	Hold SPOT Meetings on Regional Impact Priorities, Merger Meetings	Revise MPO Documents and Provide Translations	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Base Year Land Use (ELUSE) Layer for the Travel Demand Model	Adopt the 2050 MTP	Prepare Draft UPWP, Quarterly Reports	Hold SPOT Meeting on Division Needs Priorities, TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Begin Work on 2025 Base Year Land Use Update	Adopt Final UPWP, Quarterly Reports	Hold Meetings on the Draft 2026-2035 TIP, TIP Amendments, LAPP Call for Projects	Ensure On-Going Compliance with Civil Right Requirements	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	
	4	Crash and Safety Data Updates	Consider Updating the Regional Travel Demand Model	Quarterly Reports	Adopt the 2025-2034 TIP, Finalize LAPP Project Selection	Review and Evaluate Effectiveness of the Public Involvement Policy	Administer Special Studies, PL Funds	
FY 2027	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data	Prepare Amendments to the 2045 MTP, Begin Coordination with NCDOT on CTP Updates	Close Out Previous Year UPWP	Determine projects for P 9.0 Submittal	Revise MPO Documents and Provide Translations	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Base Year Land Use (ELUSE) Layer for the Travel Demand Model	Continue & Finalize Work on CTP Updates	Prepare Draft UPWP, Quarterly Reports	TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Begin Work on Updating the Locally Coordinated Plan	Adopt Final UPWP, Quarterly Reports	TIP Amendments, LAPP Call for Projects	Ensure On-Going Compliance with Civil Right Requirements	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	
	4	Crash and Safety Data Updates	Begin Work on Base Year MTP Data Narrative	Quarterly Reports		Review and Evaluate Effectiveness of the Public Involvement Policy	Administer Special Studies, PL Funds	

Staff Report & Recommendations

Item 5A:

NCDOT Safety Targets & Funding

A follow-up presentation and discussion with NCDOT Safety Planning Group's Safety Planning Engineer Brian Murphy, PE and Traffic Safety Unit's State Traffic Safety Engineer Brian Mayhew, PE. In the January TCC meeting during the Safety Performance Targets discussion, the TCC requested follow-up information from NCDOT on how safety funds are used and how those funds are allocated to Division 13 and Division 14.

The Federal Highway Administration (FHWA) established five highway safety performance measures in 2016 with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. FHWA guidance allows each MPO to either establish safety performance targets by either agreeing to plan (French Broad River MPO staff recommendation as well as the adopted course) or a MPO may establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets.

The goal of the [most recent \(2019\) SHSP](#) is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. In early 2021, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2019 safety targets, based on the 5-year averages for 2015-2019 for each measure. Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets. As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets.

FRENCH BROAD RIVER

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Table 4 Below includes past performance safety targets as well as past data in the five metrics for the MPO. The 2022 targets highlighted were adopted in January 2022.

Table 4: French Broad River MPO Specific Safety Performance Targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	44.0	1.000	113.4	2.578	16.4
2009 - 2013	45.0	1.012	101.6	2.289	15.6
2010 - 2014	46.8	1.042	89.6	2.003	15.6
2011 - 2015	46.8	1.030	81.8	1.809	15.6
2012 - 2016	46.0	0.993	74.0	1.599	16.0
2013 - 2017	50.0	1.052	84.4	1.751	15.2
2014 - 2018	52.2	1.076	102.0	2.067	17.2
2015 - 2019	51.0	1.029	116.8	2.327	17.6
2016 - 2020	49.4	0.999	128.0	2.584	18.6
2022 Target	45.4	0.912	108.3	2.151	15.7

FRENCH BROAD RIVER

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Item 5B:

NCDOT Prioritization & Funding Update

MPO staff will present on the latest information regarding the development of the 2024-2033 STIP/TIP and funding updates. The NCDOT Board of Transportation and the Prioritization Workgroup is continuing to work through the development of a process for determining the 2024-2033 State Transportation Improvement Program (STIP.)

As background, NCDOT updated all the costs of projects in the STIP in the summer of 2021 and found that nearly every funding tier was overprogrammed and the STIP as a whole was more than \$10 billion overprogrammed. The following tables have been updated with revenues expected from the recently passed federal infrastructure bill (via NCDOT, current as of January 25):

Available Funding	Programming Status
\$10.6B	\$3.36B Over

Region	Available Funding	Programming Status
A (D1 & D4)	\$647.5M	\$383.2M Over
B (D2 & D3)	\$919.2M	\$428.6M Over
C (D5 & D6)	\$1.78B	\$297.1M Over
D (D7 & D9)	\$1.33B	\$596.7M Over
E (D8 & D10)	\$1.67B	\$756.5M Over
F (D11 & D12)	\$881.0M	\$455.7M Over
G (D13 & D14)	\$676.1M	\$982.2M Over

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Division	Available Funding	Programming Status
1	\$569.7M	\$129.5M Over
2	\$569.7M	\$190.3M Over
3	\$569.7M	\$18.7M Under
4	\$569.7M	\$223.2M Under
5	\$569.7M	\$172.4M Over
6	\$569.7M	\$87.4M Under
7	\$569.7M	\$65.4M Under
8	\$569.7M	\$85.3M Over
9	\$569.7M	\$31.6M Under
10	\$569.7M	\$68.8M Over
11	\$569.7M	\$102.4M Under
12	\$569.7M	\$234.0M Over
13	\$569.7M	\$325.7M Over
14	\$569.7M	\$88.2M Over

To address the overprogramming the Prioritization Workgroup made a series of recommendations:

- 1) Cancel P 6.0- no new projects will be added to the 2024-2033 STIP
- 2) "Right-Size" the STIP to allow for funding to be made available in future rounds of prioritization
- 3) Reprioritize the STIP utilizing the following steps
 - a. Determine Delivery vs. To-Be-Reconsidered Projects
 - i. Delivery Projects: projects that are currently scheduled to begin construction in 2026 or sooner and/or have already started right-of-way acquisition ->would be added to the Draft STIP
 - ii. To-Be-Reconsidered Projects: projects that are currently scheduled to begin construction in 2027 or later -> would be ranked in Step #2
 - b. Rank To-Be-Reconsidered Projects
 - i. Projects would be ranked by:

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1. The round of prioritization the project was committed (projects that have been considered committed for longer would get first consideration)
 2. The total score from the round of prioritization in which the project was committed
 3. Highest ranking projects would be reentered into the Draft STIP until the budget is exhausted (for each funding tier), if possible
- c. The “Flexibility” Option
- i. MPOs, RPOs, and Divisions could consider swapping out projects in the Draft STIP for projects that did not make the Draft STIP
 1. NCDOT Divisions must agree to the proposed swaps
 2. Swaps must be within 110% of the cost of the project being swapped out
 3. Projects may be swapped within their tier or “cascaded” but may not “cascade” up
 - a. Division Needs projects may be swapped out for Division Needs, Regional Impact, or Statewide Mobility projects
 - b. Regional Impact projects may be swapped out for Regional Impact or Statewide Mobility Projects
 - c. Statewide Mobility projects may only be swapped out for other Statewide Mobility projects
- 4) Commit projects that are programmed for right-of-way acquisition within the first five years of the STIP
- a. This would return the “committed window” to what it was in 2018 before it was changed to a six-year “committed window.”
 - b. The NCDOT Board of Transportation has *NOT* approved this recommendation as of March 3rd

Moving forward, it is anticipated that a Draft STIP will be released in April, 2022. That will begin the process for considerations with the “flexibility” option and public input for the development of the 2024-2033 STIP.

Based on current budgets and estimated costs, the MPO anticipates the following in our region:

Total Upcoming Projects: \$3,013,000,000
Delivery Projects: \$1,506,000,000
To-Be-Reconsidered Projects: \$1,507,000,000

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6A:

Division Project Updates

Division 13 Updates: https://frenchbroadrivermpo.org/wp-content/uploads/2022/03/March_Division13_Updates.pdf

Division 14 Updates: https://frenchbroadrivermpo.org/wp-content/uploads/2022/03/032022_Div14_FBRMPO-Const_Update-combined.pdf

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

Staff Report & Recommendations

Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met March 2nd; next meeting April 6th

Transit Operators' Workgroup—met January 11th

5307 Subrecipient Workgroup- next meeting TBD

Citizens' Advisory Committee- met January 12th ; next meeting April 13th

Hellbender Trail Stakeholder Group- last meeting February 3rd ; next meeting May 5th

Recommended Actions:
Accept the reports.

Item 6E:

Legislative Updates